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2004-06 Honda 599

V.A.L.E.™ Slip-on Exhaust System with M-2 Canister
Part # 005-1190406 / 005-1190407 / 005-1190408



Parts List



Qty.	Description	Part Number
1	Honda 599 Muffler Canister	Varies
1	Honda 599 Muffler Canister Clamp	Varies
1	Honda 599 Slip Tube	005-11904S
1	HARDWARE KIT	005-119-3
1	V.A.L.E.™ X-Lite™ Retaining Ring	005-7-2-3KIT
1	Barrel Band Clamp	005-27-58MSH
1	34mm Aluminum Spacer	005-S-34
1	8x60mm Socket Head Cap Screw	005-SH860
1	Permatex Ultra Black Gasket Maker	031-P22072

IMPORTANT - PLEASE READ CAREFULLY

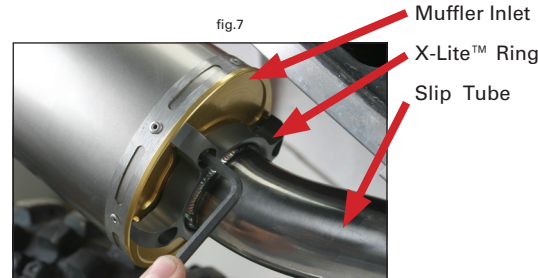
We recommend that this performance part be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this performance part, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on a centerstand or ideally a service lift during installation. Be sure to save all stock components for possible use later.

Installation Instructions

1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on a centerstand or ideally a service lift.
2. Remove the seat, side panels and grab rail/ tail section. (fig. 1-6)



3. Loosen the clamps that hold the stock canister. Remove the stock muffler.
4. Place a bead of the hi-temp sealant on the outside edge of the s-bend that goes into the canister. Slide the TBR canister onto the end of the S-bend pipe. Wipe off the excess sealant that will squeeze out. Join the V.A.L.E. cap with the end of the M-2 muffler using the supplied 6x14mm screws and split washers. Loosely secure all four screws (fig. 7). Keep the screws loose enough so that the tube can rotate back and forth inside the V.A.L.E. Cap.



V.A.L.E.™ Assembly Detail

5. Place stainless steel Barrel Band clamp around S-Bend tubing and slide the clamp up and out of the way. Place a bead of the hi-temp sealant on the outside edge of the header that goes into the s-bend. Slide the s-bend onto the end of the header (fig. 8). Wipe off the excess sealant that will squeeze out. Use the stainless steel clamp to secure it. **Leave loose for now.**



6. Carefully slide the Canister Clamp over the canister. (Note: The stainless steel canister clamp and the name badge on the canister come from the factory with a clear plastic protective film. Please remove this film before operation.) You may need to twist and turn the S-bend a little to get it in the right place. Leave loose for now.
7. Align canister and S-Bend tube assembly along the fender (fig. 9). Insert 8x60mm Cap screw through hole in canister clamp, thread 34mm spacer onto cap screw and loosely secure cap screw to original mounting hole



fig. 9



fig. 10

(fig. 10).

8. Make sure everything is aligned and tighten all hardware including the 8x16mm cap screws (fig. 11) and the barrel band clamp (fig. 12). Some tweaking may be required for proper alignment. Be sure you have proper clearances between the exhaust system and the motorcycle.



fig. 11



fig. 12

9. Reinstall the grab rail and tail section.
10. Before you run the bike, clean off all fingerprints and dirt, as any oily residue will etch the metal and become somewhat permanent when the system gets hot. Run the bike and enjoy. It is normal for some white smoke to appear the first time you start the bike. This is packing/manufacturing oil from inside the pipe burning off. Check for gaps or leaks. If you find a leak, a little high temperature silicon sealant should fix it. After 50 to 100 miles, recheck all fasteners for tightness.



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Care & Cleaning

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Keep system free of dirt and moisture. Store in a cool, dry place. Make sure vehicle is completely cool before maintenance.

Stainless Header System: Polished stainless steel pipes will turn a light golden hue after a few heat cycles, this is a normal characteristic of high quality stainless steel. Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Titanium Header System: Polished titanium pipes will experience color shift ranging from deep blue/purple through amber after a few heat cycles. This is a normal characteristic of high quality titanium. Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Polished Aluminum Canisters: Use an aluminum or mag wheel polish to restore the bright finish to factory spec.

Brushed Aluminum Canisters: Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Carbon Fiber Canisters: Clean using a mild water based spray cleaner.

Always apply cleaner or polish with a soft, clean cloth. Always make sure the fiberglass packing inside is in good condition and not burned out, as exhaust heat inside an empty canister will deteriorate the carbon fiber sleeve. TBR sells repack kits (Road - #005-10038, Offroad - #005-10038MX) that include everything you need to easily do it yourself.

Titanium Mufflers: For cleaning use a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth. Always make sure the fiberglass packing inside is in good condition and not burned out, as exhaust heat inside an empty canister will deteriorate the carbon fiber sleeve. TBR sells repack kits (Road - #005-10038, Offroad - #005-10038MX) that include everything you need to easily do it yourself.

Repack all road canisters every 3,000 miles. Part #005-10038
 Repack all offroad canisters after every 10 hours of use. Part #005-10038MX

NEVER dyno test your bike with carbon fiber or titanium canisters installed - the intense heat and lack of cooling air can quickly burn through the canister material. Two Brothers Racing does not provide a warranty for burned canisters.



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